

## MUNSON & McNAMARA.

123 and 125 MAIN STREET.

### Specialties :: For :: Christmas

### How Handsome They Are.



100 Lovely Plush Boxes full of fine linen note paper, envelopes and regret cards, worth \$2 at \$1 each.



36 Mirrors, two feet high, 15 inches wide, beveled glass plush frames, mounted in bronze and silver, worth 5.00 each at 2.50 each.

## TREMENDOUS!

Opening of novelties for Evening and Wedding Costumes.

High class novelties at the lowest prices ever known

We have just visited the market and obtained bargains in these goods, which we offer to you at a small advance over cost. Come and see.

Be sure and come whether you wish to buy or not.

A child in Fairland—or a rejected and despondent lover in the soft embrace of his reluctant loved one—neither could feel more delightfully dazed than the visitor who gazes for the first time upon this feast of splendor and magnificent glow of colorings for adorning the female form divine.

COME Come and See COME

## MUNSON & McNAMARA.

### Philadelphia Store

Corner Douglas av. and Market St.

### Four Special Bargains This Week.

One lot 42 pair of full 12-4 all wool White Blankets for \$5 a pair, fully worth \$10. These are the largest size made and an extra quality.

One lot 84 pair all wool 11-4 Scarlet Blankets which we will close out at \$3.50 a pair. Never sold before under \$6.00.

One lot 10 pieces fast color Turkey Red Table Linen 25c a yard. It cannot be duplicated at 50c.

One lot 33 dozen Ladies and Childrens All Wool Red Mittens at 10c a pair,

A. KATZ.

S. W. Corner Douglas Ave. and Market St.

### A PALACE IN FLAMES.

The Steamer J. M. White, a Veritable Floating Palace, Said to be the

Fastest and Finest Boat Ever on the Mississippi River, Burned to the

Water's Edge Near Baton Rouge, La., at 10:30 O'clock Monday Night, together with

Sixty Persons, Passengers and Crew, and a Full Cargo of Valuable Merchandise.

Heartrending Scenes and Heroic Acts—A Frightful Boiler Explosion at Evansville, Ind., Causes Great Damage.

#### A RIVER HORROR.

By the Burning of a Steamboat Sixty Persons Lose their Lives.

MEMPHIS, TENN., Dec. 14.—It is currently rumored here that the elegant steamer, J. M. White, running between Vicksburg and New Orleans, burned at an early hour this morning near Baton Rouge, La., and that 50 lives were lost.

At 10:35 a. m.—The loss of the steamer J. M. White has been confirmed. She burned to the water's edge at 11 last night while lying at the bank near Bayou Sara, La. About 60 lives were lost, largely women and children. Nearly all the crew were saved. Among the passengers reported lost is the superintendent of the Vidalia railroad at Natchez, who together with his wife and children, perished in the disaster. The books of the boat were lost.

The J. M. White was the finest steamer on the Mississippi river. She was enroute for New Orleans and had a cargo of cotton on board estimated at not less than 2,000 bales. The surviving passengers and crew were conveyed to New Orleans this morning.

A telegram from J. H. Powell, station agent at Baton Rouge, La., says it is impossible to get a list of the lost or saved in the J. M. White disaster. Only a few passengers came to Baton Rouge, the balance were left at Bayou Sara. The only names ascertained of the lost are: Mr. Stafford, wife and children from Vidalia, La.; G. Wash Floyd, formerly captain of the Will S. Hays.

All the officers were saved, and are not disposed to talk. It is understood that many other passengers are lost besides seven or eight of the crew.

NEW ORLEANS, Dec. 14.—The steamer J. M. White, from Vicksburg, Miss., to New Orleans, burned at 10 last night at Blue Store, Point Coupee, thirty miles above Baton Rouge. She had quite a number of passengers aboard, 2,100 bales of cotton and 600 sacks of seed. Several lives are reported lost, but Capt. James F. Mize, who was in command, deprecates that only one life, the porter of the boat, is known to be lost. The boat and cargo are a total loss. The J. M. White was built in 1878 at a cost of \$225,000 and was the finest and fastest boat that ever ran on the Mississippi. The boat was owned by Capt. John W. Tobin, and was valued at \$100,000; the cargo at \$200,000. Insurance on boat \$25,000. The cargo will doubtless be fully covered by insurance. Fuller particulars at this time are almost impossible to be had.

When the White took fire she was lying at Point a Coupe taking on cotton. She had on board 3,500 bales of cotton and 8,000 sacks of seed. This makes the cargo valued at \$150,000.

Thomas Barry, second engineer, was on duty when the fire broke out in the cotton amidship. For a time he thought he had the fire under control, but it finally gained such headway that nothing could be done with it. Barry states the fire then spread so rapidly that the boat was wrapped in flames in a short time. He thinks there were ten or twelve lives lost, including the colored fireman and two colored chambermaids, one named Martha Washington. The second cook, colored, was also lost. Barry also reports the loss of Captain Bird Floyd and the superintendent of the Vidalia railroad, with his wife and daughter. Barry knows nothing of the number of passengers that were aboard, but thinks there were very many; he believes there were some women and children on deck.

Note—Evidence is accumulating that there were many more lives lost than the story of Fireman Barry would indicate; some people place the number at fifty.

ST. LOUIS, Dec. 14.—A special from New Orleans alluding to the burning of the steamer White, says all the rescued people took the Mississippi Valley railroad for this city, arriving this afternoon. Wm. McGreevy, chief engineer of the boat, gives a statement of the disaster: About 10:30 o'clock last night the White, headed at Dr. DeFertit's point above the post office landing at Point Coupe, at which place the boat was heading cotton seed. A fire broke out amidships just aft the door, between the engines on top of the cabin below the boiler deck. Engineers Barry and Janny, who were on watch, gave the alarm and the pumps were put to work, but without avail. The watchman gave the alarm by ringing the bell.

Clerks Callahan and Bell at once aroused the people in the cabin. The fire spread rapidly and, in less than 15 minutes the boat had burned to the water's edge. There were four kegs of powder in the magazine and the moment the fire reached them the flames shot about 100 feet high. The sight was one of the most heart rending ever witnessed. The shrieking of women and children for help was awful. He saw the superintendent of the Vidalia railroad standing aft, outside of the ladies cabin throwing his two little daughters into the water. He stood and burned to death with his wife. There were in the cabin nine lady passengers and about eight men. At New Texas twenty deck hands were taken on board; all are supposed to be lost.

It is learned that Andrew Pierce, a sailor, and Antonio Rodriguez, a fireman, are the ones to whom all the credit of saving the survivors is due.

The following officers are known to be saved: Captain Mize, Clerks McVay and Callahan; pilots, John Stewart and Robt. Smith; engineers, Wm. McGreevy, Tom Barry, F. G. Peterson and Steve Janny; mates, John Grant and Tom Trimble; watchman, Tom Miller, sailor, Andy Pierce, stewards, Pat Ryan and Nunez.

Col. L. James who was in a state room managed to get ashore and had to walk two miles without coat, hat or shoes, in

the chilly winds before he could reach a railroad station.

Among those lost are: Lewis, second cook. One of the firemen was taken to the hospital. Dick Randolph, fireman. A prize ox, taken at Vicksburg, was roasted to death, and two of the five keepers perished.

NEW ORLEANS, Dec. 14.—The State has the following account of the loss of the J. M. White, gathered from officers and crew: The boat had landed to take on a pile of cotton seed and there were between thirty-five and forty reoustabouts engaged in this work when precisely at 10:15 o'clock everybody was startled by the loud ringing of the bell by Watchman Tom Miller. Immediately after the cry of fire was taken up by twenty voices. In an instant the direct confusion began; the men darted to and fro and the work of arousing the sleeping passengers was begun.

The fire was discovered by Thos. Barry, the second engineer, who with his partner, Stephen Denny, was on watch at the time. The first intimation he had of fire was a small light on top of a row of cotton bales amidship, which greatly resembled the flame of a lantern. Barry left his post to investigate and was astonished to discover the light was caused by a bale of cotton briskly burning. Barry gave the alarm and his voice rang through the deck room of the vessel. Watchman Miller took to the situation at once and rang the huge bell located on the deck. Miller stood at his post ring the bell until he was forced to retreat by the flames. The noise of the clanging bell roused Wm. McGreevy, the first engineer, who was asleep in the texas. He sprang out of bed and groped his way through the smoke to wake up his partner, Jno. Palliser, second assistant engineer, who was asleep in the forward part of the texas.

At about midway he met Palliser, who had also been aroused by the bell and was on his way to hunt for McGreevy. The two men then looked as best they could through the stifling smoke for the others who slept in the texas and not seeing anyone and believing that all the passengers had perished they crawled out on the hurricane deck and were compelled to climb down on one of the stanchions on the right side of the boat, from whence they got on shore. In the meantime two streams of water were brought to play on the fire, but the heavy volume of smoke drove the oncoming firemen back. They fought the flames step by step, but were at last forced to drop the hose and save themselves.

The fire burned with frightful rapidity and in less time than it takes to tell it the entire left side of the boat was a mass of flames. The fire caught the railing of the cabin deck and before any assistance was to be had the boat looked as if she were encircled by a stream of fire. The crackling of the flames and the shrieks of the passengers and crew caused the most intense excitement. When the alarm was first sounded Alex. McVay, head clerk, was sitting at the stove in his cabin. The first peal of the bell caused him to rush outside and seeing the flames leaping high in the air he ran back to the cabin and endeavored to get the books and money. The fire gained rapidly on him and he was compelled to leave the office, but not before he had secured a sum of money from the safe. McVay then turned his attention to securing cabin passengers; there were fifteen or eighteen on deck and eight were in the cabin. Among them was a gentleman, name unknown, but recognized as superintendent of the Vidalia Southern railroad. He had his wife and two children, girls of 9 and 12 years of age, with him. He called them around him and bade them follow him. By this time the flames had reached the cabin, through which thick smoke was rolling. The panic-stricken passengers quickly made for an entrance, some to the stern and others to the front. The gentleman referred to was among those who went to the stern, and who, after having got on the vessel at the New Texas landing, just above where the White was burned. Nearly all of these were lost.

While the passengers and crew were escaping from the boat the steam pipe blew up and was carried 300 yards in the air. The force of the explosion carried over twenty bales of burning cotton to be hurled high in the air where they revolved several times and then fell into the river.

Immediately after the explosion shrieks were heard coming from the stern of the vessel. For a moment the flames were seen standing on the gallery just back of the wheel house and the next instant they were hidden from view by the smoke and flames.

Disastrous Boiler Burst.

EVANSVILLE, IND., Dec. 14.—A disastrous boiler explosion occurred this morning at Charles Hofferlin's extensive silk mill in the western suburbs of this city. Three forty-foot boilers exploded, wrecking the mill and killing Frank Poplin and wounding A. H. Hornum, superintendent. Henry Ellerd, K. A. Dickinson, John Willman Elmdorf, John Dooley, Fred Lochner and a man named Perriman, all employees.

As to Our National Game.

NEW YORK, Dec. 14.—The arbitration committee of the National Base Ball League and American Base Ball Association continued in (senior chamber) session today at the Fifth Avenue hotel. They are considering the application from the International League for membership. The reserve rule was increased from the 12th to the 14th.

All at Sea.

CHICAGO, Dec. 14.—The general meeting today of the Central Traffic association was a dull affair. Admissions were made by managers to the freight rates had to be cut from all associations, points the blame being laid on the fast freight line agents, whose eagerness to procure business had brought about demoralization. It was agreed to let the executive committee handle the subject and bring about a restoration. Some talk was had in regard to the inter-state commerce bill, but no formal action taken to oppose it. The opinion of the managers is that its passage is inevitable.

Gade Marning, Mayor O'Brien.

BOSTON, Dec. 14.—The city vote for mayor, with two precincts missing, gives O'Brien, Democrat, 22,883; Hart, Republican, 18,174; McNeil, Labor, 372.

### LEARNED LAW-MAKERS.

Committeeman Morrill Reported a Bill Trade Dollars to Retire and Make O'er.

Conference was Ordered on the Electoral Count Bill on Motion of Senator Hoar.

The Tenure of Office Law Called Mr. Edmunds to the Floor, as Did Oleomargarine McPherson

While the House Made a Pull at the Civil Sundry Bill Resulting Only in Discussion.

Matters of General Legislation Proposed in Both Houses and a Batch of Appointments.

#### FORTY-NINTH CONGRESS.

Senate.

WASHINGTON, Dec. 14.—Mr. Morrill, from the committee on finance, reported back favorably the bill for the retirement and redemption of trade dollars, and a bill to prevent frauds on American manufacturers. Calendar.

Among the bills introduced and referred were the following:

By Mr. Harrison (by request) to increase pensions of those who have disabilities equivalent to loss of hand or foot.

On motion of Mr. Hoar the house amendment to the electoral count bill was non-concurred in and a conference was asked. Senators Hoar, Edmunds and Pugh were appointed conferees on part of the senate.

Mr. McPherson introduced a bill to amend the oleomargarine bill. Referred. Also a bill for the presentation of medals to each of the officers and soldiers who volunteered for three months' service under the president's call of April 18, 1861. Referred.

On motion of Mr. Ingalls the senate took up the bill directing that none of the avenues, streets or alleys or reservation of the City of Washington be occupied for other than ordinary purposes without the consent of congress being first obtained. After considerable debate the bill passed.

The senate then took up the bill repealing the tenure of office law, and Mr. Edmunds took the floor in opposition to the bill. He said the law had been in existence nearly twenty years. President Johnson (to restrain whom it was enacted) obeyed it, although he believed it unconstitutional, and all his successors had recognized its validity as a wise and prudent measure. It was a part of that constitutional power of restraint vested in the senate, that value was to be entirely destroyed by the repeal of this statute and there would be turned over (as in the affirmative language of the president) the power for immediate removal of every one of the public servants whose appointments were confirmed by the senate. That was a very grave and serious step to take. This bill was brought forward in apparent aid of their friends on the other side and to relieve the president of the difficulties and embarrassments now attending removals and suspensions; it was an invitation to him to make short work of the whole civil service business, and to expel from office at once the officers who are in the purview of the statutes.

Its passage would be the greatest practical step backward on the theory of the reformation of the civil service of the United States. It would be affirming that congress was willing and desirous that the president should exercise the power of removing persons from office whether the senate consented to it or not. If he had the slightest doubt of the constitutionality of the tenure of office act he would be willing to consider how far that law trenching on executive power, and so far as it did so, to retract from it immediately. But if it were found that the statute was not only a conservator of the public good, but was constitutional, then congress ought to stand by it. If the senate voted to repeal that statute it would make a mistake which it would live to regret.

Mr. Hoar advocated the passage of the bill. It had been reported from the judiciary committee last session, but on account of the controversy then existing with the president on the subject of offices he had not deemed it proper to ask the senate to act upon it. But as that question had subsided he now deemed it proper to ask the senate to vote whether it would return to the ancient policy of the government, to the rule which had existed from 1789 to 1876, and which (notwithstanding the condition of the statute book) had practically existed since the accession of the present General Grant in 1869. President Grant had seconded its repeal, so that he (Hoar) was acting under pretty substantial Republican authority in trying to get rid of this legislation.

When expressing himself in full sympathy with the principles of civil service reform, he still declared his conviction that the people of the United States expected and demanded that no man should be kept in an executive appointment who had not the confidence of the person responsible for the success of the executive functions.

Pending further discussion the senate went into executive session, and when the doors were reopened, adjourned.

#### House.

The speaker laid before the house a letter from the secretary of the treasury, submitting a book of estimates for the fiscal year 1888.

Mr. Belmont, of New York, from the committee on foreign affairs, reported back the resolution calling on the secretary of the treasury for information as to what interpretation is given by the treasury department to the tariff law of 1885, which in one section declares that fish, fresh for immediate consumption, shall be free from tax on arrival at our sea and lake ports, and in another section declares that foreign caught fish imported fresh shall be taxed at the rate of 50 cents per 100 pounds. Also requesting him to transmit copies of all official correspondence on the subject, and a statement of duties collected each year since 1865 on several descriptions of fish caught on the lakes and the Canadian tributaries thereof, or in the north Atlantic. Adopted.

The house then went into committee of the whole. Mr. Hammond, of Georgia, in the chair, on the sundry civil appropriation bill.

Mr. Ryan, of Kansas, and Mr. Long, of Massachusetts, criticized the bill as being inequitable, and contended that the appropriations were made not with an eye to the public service, but with a view to carry out the foolish policy that no appropriations of last year should exceed the appropriations of last year for a similar object. Mr. Long also took occasion to criticize

the president for failing to make a permanent appointment of superintendent of the coast survey. The president was forgetting that "a public office was a public trust," was neglecting his duty, and was making the coast survey the public ridicule in failing to make this appointment.

Mr. Atkinson, of Pennsylvania, spoke in favor of an amendment which he proposed to offer to the bill increasing to \$2,000,000 the appropriation for out-door relief of veteran soldiers who are entitled to admission to the Soldier's home.

The bill was read by paragraph for amendment.

Mr. McComas, of Maryland, moved to increase the appropriation for the continuance of the postoffice building at Baltimore from \$100,000 to \$267,000. The limit of cost of building, he said, was \$250,000, and it never would be completed if an appropriation of only \$100,000 a year was made. It would be economical for congress to appropriate the sum suggested by him, which would be sufficient to complete the building.

Ms. Findlay, of Maryland, took the same view and protested against the stopping of a great public work for the purpose of allowing congress to make a sham of economy.

Mr. Randall, of Pennsylvania, denied there was any sham economy in the appropriation. On the 15th of November there remained unexpended of the appropriation for the building \$219,000, which, however, was involved in pending contracts, but there was also unexpended \$120,000, against which there was no indebtedness. The committee on appropriations had recommended the appropriation of \$100,000 making a total of \$319,000, which could be expended within eighteen months.

The motion was agreed to—100 to 96.

On motion of Mr. Crain of Texas, an amendment was adopted increasing from \$50,000 to \$100,000 the appropriation for the public building at Jacksonville, Florida.

An amendment was adopted appropriating \$100,000 for the building at Troy, New York.

On motion of Mr. Maybury of Michigan, an amendment was adopted appropriating \$350,000 to commence the public building at Detroit, Mich.

An amendment was adopted increasing from \$50,000 to \$100,000 the appropriation for the building at Rochester, N. Y.

On motion of Mr. Edwards of Illinois, an amendment was adopted appropriating \$100,000 for a breakwater at Marine Hospital, Chicago.

An amendment was adopted appropriating \$15,000 for repairs to the Smithsonian Institute, Washington.

Pending further action the committee rose and the house adjourned.

#### CLATTER OF THE WHEELS.

A Neat Little Coup, Not in Retaliation, But in Self-Defense.

ST. LOUIS, Dec. 14.—The Globe-Democrat this morning says: Gould is now figuring for the extension of the Missouri Pacific system, which will when built probably put a new face on southwestern railroad matters and will involve the entire rearrangement of the Southwestern pool. The extension proposed is from Hannibal on a line northeast to Chicago, passing through Peoria, a distance of 290 miles. The facts as learned are as follows: When the Chicago, Burlington and Quincy railroad acquired the Hannibal & St. Joe three years ago, it was agreed that the Missouri Pacific and Chicago, Burlington and Quincy roads should not build into each other's territory. In the past year or more the Quincy people have not held to the agreement and have built down into what Gould regarded as his territory, and ever since doing so they have anticipated retaliatory action, and now it is about coming. If Gould should carry out the plan of extension it will, with the Missouri, Kansas & Texas, also form a line from Chicago to Houston and Galveston.

The Lake Erie and Western Sold.

LAFAYETTE, Ind., Dec. 14.—A Courier, Muncie, special says: The Lake Erie and Western railroad was sold at auction yesterday. Samuel Thomas, of New York, bid in the entire line from Sandusky to Bloomington. Thomas represents the Cummings syndicate.

Another Railroad Sold.

KANSAS CITY, Mo., Dec. 14.—The charter and right of way of the Kansas City, Independence & Park railroad, ten miles long, with a quantity of land adjoining, has been sold to a New York syndicate. The road will be completed next April.

A Times' Jefferson City special says: Governor Marmaduke today pardoned Samuel Logan, a five-year convict, for his brave defense of a guard who was attacked by another convict last week.

The Moon-Wilson Mystery.

NEW YORK, Dec. 14.—A special from Rockville, Conn., says: A Boston surgeon recently remarked in conversation that it was the general opinion among men of his profession in Weychester, Mass., that the great secret which caused Philip Moon to say "Doc" Levi Wilson of Providence, R. I., some \$99,000 during the last twelve years related to a young girl who disappeared from her home in Worcester under suspicious circumstances about twelve years ago. It was said the girl died from an unsuccessful operation, though what relation this girl and the wrecked wire manufacturer has only been insinuated.

This view of the case was borne out to a certain extent yesterday by an interview with William Wilson, brother of the now famous Levi. In reference to the mystery he said: The crime was a bad one, punishable with imprisonment for life. Five years ago my mother told me she had known it for years. She conveyed the secret to me only under promise that I would never divulge it until Levi was willing. Now Levi was not a criminal, but an eye witness of the deed. The perpetrator was a near male relation of Moon, whom the latter loved well enough to spend a hundred thousand dollars for fear it would end in disgrace and to keep him from the penitentiary. Now don't ask me to name the crime, but it was no murder, nor arson, nor assault.

#### Concert of Action.

CHICAGO, Dec. 14.—The last of the Pinkerton guard, it is announced this evening, will be withdrawn Friday from the stockyards. The packing houses are now all running full capacity, less than 400 out of the 5,000 men who came to Packing town during the strike are still at work. It is conceded that not a hundred will be able to withstand the pressure after the bars are abolished. The late strikers say that in a few months they will be ready to take packers at their word, that eight hours would be granted when packers in other cities took similar action. It was stated that workmen in every packing center in the country have been actively organizing, the intention being to make a combined effort to establish the eight-hour day.

#### CAPITAL BUDGET.

ACTS OF THE EXECUTIVE.

WASHINGTON, Dec. 14.—The president today sent to the senate another list of recess appointments. Among them are the following:

Collectors of custom—Daniel McGone of N. Y., and D. J. C. Chamgan, of Detroit, Mich.

Collectors of internal revenue—Nelson P. Acres, district of Kansas; S. H. Calhoun, district of Nebraska.

C. B. Morton, of Missouri, commissioner of navigation.

Postmasters—Frank Cummings, Ashland, Kan.; E. P. Bancroft, Mankato, Minn.; John Boston, New Kansas, Kan.; U. A. Moore, Pleasanton, Kan.; W. R. Cannon, Norton, Kan.

Chas. Robinson, the war governor of Kansas, has been appointed superintendent of the Haskell Indian school at Lawrence, Kan., vice Asst. S. Granowski, resigned.

The comptroller of currency has appointed Homer W. Nash to be bank examiner for the Detroit district, in the place of Jno. P. Hogarth, deceased.

#### OLEOMARGARINE MANEUVERS.

The secretary of the treasury today transmitted to the senate a report prepared by Mr. Miller, commissioner of internal revenue, in answer to a resolution of the senate calling for information in regard to the operation of the oleomargarine law. By this report it appears that since November 1st, the date at which the law went into operation, special taxes on thirty-four manufacturers of oleomargarine, on twenty-four wholesale dealers, and on 2,115 retail dealers. The number of pounds of oleomargarine assessed at two cents per pound was 44,201,714. A table is given showing the number of persons and firms who have paid the special taxes imposed and the quantity of oleomargarine assessed in each collection district of the United States. This shows that the principal collections were in the First Illinois district, where 216,337 pounds were taxed. The other districts where the collections were above the average were as follows: Colorado, 101,951 pounds; Kansas, 278,361; Third Massachusetts, 153,394; First New York, 181,979; Second New York, 255,434; Rhode Island, 284,388.

Of the manufacturing establishments ten are in the First Illinois district, five in Kansas, three in the Second New York, three in the Eighteenth Ohio, and five in Rhode Island. In the case of Rhode Island the collection returns are complete only to November 15th, which is also the case with many of the districts to which these collections appear to be small.

#### LEGISLATION PROPOSED.

Mr. Morrison has given notice in the house that Saturday he will move the house to go into committee of the whole to consider revenue bills.

The morning session of the committee on postoffices and post roads was occupied in considering a report of Representative A. J. Warner of Ohio, on the obligations of the subsidized railway telegraph lines. The report is based upon the investigation ordered by the house last year under the resolution of inquiry introduced by Representative Anderson, of Kansas. Several days were devoted by the committee at the last session of congress to the hearing of arguments on this subject by representatives of the railways and telegraph lines and other interested persons, and Dr. Warner was appointed a sub-committee to prepare an exhaustive report on the construction of the Pacific railroad and telegraph lines, for which grants of land and bonds have been made. After an exhaustive report on the construction of the sub-committee on the several points at issue are stated as follows:

First—That the obligation to construct, maintain and operate a telegraph line is the same as the obligation to construct, maintain and operate a railroad company. It is a very long document and begins with a summary of the several acts providing for the construction of the Pacific railroad and telegraph lines, for which grants of land and bonds have been made. After an exhaustive report on the construction of the sub-committee on the several points at issue are stated as follows:

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